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THE  
**SAILORS' MAGAZINE,**  
and  
**SEAMEN'S FRIEND**



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### THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labor of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, the progress and the wants of the SEAMEN'S CAUSE, commanding it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to mariners memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers \$1 a year invariably in advance. To any one who will send us \$5 for five subscribers, a sixth copy will be sent gratis. It will be furnished Life Directors and Life Members gratuitously, upon an annual request for the same. POSTAGE in advance—quarterly, at the office of delivery—within the United States, twelve cents a year.

### THE SEAMEN'S FRIEND

Is also issued as an eight page monthly tract adapted to Seamen, and for gratuitous distribution among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

### THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$15, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

# THE SAILORS AND SEAMEN'S FRIEND. MAGAZINE

Vol. 4.

MARCH, 1869.

No. 3.

## THE RIVER AMAZON.

ITS SOURCE AND MAGNITUDE—TRIBUTARIES AND TINTS—VOLUME AND CURRENT—RISE AND FALL—NAVIGATION—EXPEDITIONS ON THE GREAT RIVER.

In the silver mines of Cerro Pasco, in the little Lake of Lauricocha, just below the limit of perpetual winter, rises the "King of Waters." For the first five hundred miles it flows northerly in a continuous series of cataracts and rapids through a deep valley between the parallel Cordilleras of Peru. Upon reaching the frontier of Ecuador, it turns to the right and runs easterly two thousand eight hundred miles across the great equatorial plain of the continent. No other river flows in the same latitude and retains, therefore, the same climatic conditions for so great a distance. The breadth of the Amazon, also, is well proportioned to its extraordinary length. At Tabatinga, two thousand miles above its mouth, it is a mile and a half wide; at the entrance of the Madeira it is three miles; below Santarem it is ten; and, if the Pará be considered a part of the great river, it fronts the Atlantic one hundred and eighty miles. Brazilians proudly call it the Mediterranean of the New World. Its vast

expanse presenting below Teffé magnificent reaches, with blank horizons, and forming a barrier between different species of animals; its system of back channels joining a series of lagunes too many ever to be named; its network of navigable waters stretching over one-third of the continent; its porpoises and manatis, gull and frigate-birds, remind the traveler of a great inland sea with endless ramifications rather than a river. The side-channels through the forest called by the Indians *igárapés* or canoe-paths, are one of the characteristic features of the Amazon. They often run to a great distance parallel to the Great River, and intersecting the tributaries, so that one can go from Santarem a thousand miles up the Amazon without, once entering it. These natural highways will be of immense advantage for intercommunication.

But extraordinary as is this network of natural canals, the tributaries of the Amazon are still more

wonderful. They are so numerous they appear on the map like a thousand ribbons streaming from a main-mast, and many of the obscure affluents, though large as the Hudson, are unknown to geography. From three degrees north to twenty degrees south, every river that flows down the eastern slope of the Andes is a contributor—as though all the rivers between Mexico and Mount Hooker united their waters in the Mississippi. While the great river of the northern continent drains an area of one million two hundred thousand square miles, the Amazon (not including the Tocantins) is spread over a million more, or over a surface equal to two-thirds of all Europe. Let us journey around the grand trunk and take a glimpse of the main branches.

The first we meet in going up the left bank is the Rio Negro. It rises in the Serra Tunuhý, an isolated mountain group in the Llanos of Venezuela, and enters the Amazon at Manáos, a thousand miles from the sea. It is a deep but sluggish river, and in the annual rise of the Amazon its waters are stagnant for several hundred miles up or actually flow back. Its extreme length is one thousand two hundred miles, and in some places it is from twelve to thirty miles wide. It is joined to the Orinoco by the navigable Cassiquiari, and a portage of only two hours divides the head of its tributary, the Branco, from the Essequito of Guiana.

The next great affluent is the Japurá. It rises in the mountain of New Granada, and, flowing south-easterly a thousand miles, enters the Amazon opposite Eva, six hundred miles above Manaos. Its principal mouth is three hundred feet wide, but it has a host of distributing channels, the extremes of which are two hundred miles apart. Its current is only three quarters of a mile an hour, and it has been ascended by canoes five hundred miles.

Paralled to the Japurá is the Putumago or Issá. Its source is the Lake of San Pablo, at the foot of the volcano of Pasto; its mouth, as

given by Herndon, is half a mile broad, and its current two and three-fourths miles an hour.

Further west are the Napo and Pastassa, starting from the volcanoes of Quito. The latter is an unnavigable torrent, about five hundred miles long. The Napo is over six hundred; navigable five hundred.

Crossing the Maranon and going down the Amazon, we first pass the Huallaga, a rapid river of the size of the Cumberland, coming down the Peruvian Andes from an altitude of 8,600 feet, and entering the great river nearly opposite the Pastassa. Its mouth is a mile wide, and for a hundred miles up, its average depth is three fathoms. In July, August and September the steamers are not able to ascend to Yurimaguas.

The next great tributary from the south is the Ucayali. This magnificent stream originates near ancient Cuzco, and has a fall of .87 of a foot per mile, and a length nearly equal to that of the Negro. The Ucayali is navigable for at least seven hundred miles. The Morona, a steamer of five hundred tons, has been up to the entrance of the Pachitia in the dry season, a distance of six hundred miles, and in the wet season ascended that branch to Mayro.

Leaving the Ucayali, we pass by six rivers rising in the unknown lands of northern Bolivia; the Javaré, navigable by steam for two hundred and fifty miles, the sluggish Jutahé, half a mile broad and four hundred miles long, the Juruá, four times the size of our Connecticut, and navigable nearly its entire length, the unhealthy, little-known Teffé and Quary, and the Purus, a deep, slow river, probably a thousand miles long and open to navigation half way to its source.

Sixty miles below the confluence of the Negro, the mighty Madeira, the largest tributary of the Amazon, blends its milky waters with the turbid king of rivers. It is about two thousand miles in length: one branch, the Beni, rising near Lake Titicaca, while the Maronoré springs from the vicinity of Chuquisaca

within fifteen miles of the source of the Paraguay. Were it not for the cascade, four hundred and eighty miles from its mouth, large vessels might sail from the Amazon into the very heart of Bolivia. When full it has a three-mile current, and at its junction with the Amazon it is two miles wide and sixty-six feet deep. It contains numerous islands, and runs in a comparatively straight course. It received its name from the vast quantity of driftwood often seen floating down.

At Santarem the Amazon receives another great tributary, the Tapajos, a thousand miles long, and for the last eighty miles from four to twelve miles in breadth. It rises amid the gold and diamond mines of Matto Grosso, only twenty miles from the headwaters of the Rio Plata, and flows rapidly down through a magnificent hilly country to the last cataract, which is one hundred and sixty miles above Santarem, and is the end of navigation to sailing vessels. Thence to the Amazon it has little current and no great depth.

Parallel to the Tapajos, and about two hundred miles distant, flows the Xingu. It rises in the heart of the empire, has the length of the Ohio and Monongahela, and can be navigated one hundred and fifty miles. This is the last great tributary of the Amazon proper; if, however, we consider the Para as only one of the outlets of the great river, we may then add to the list the grand Tocantins. This splendid river has its source in the rich province of Minas (the source also of the San Francisco and Uruguay), not six hundred miles from Rio Janeiro; a region possessing the finest climate in Brazil, and yielding diamonds, gold, silver and petroleum. The Tocantins is sixteen hundred miles long and ten miles broad at its mouth, but unfortunately rapids commence one hundred and twenty miles above Cametá.

Here are six tributaries, all of them superior to any river in Europe outside of Russia, save the Danube, and ten times greater than any stream on the west slope of the Andes. While the Arkansas joins the Mississippi

four hundred miles above New Orleans, the Madeira, of equal length, enters the Amazon nine hundred miles from Para. But vast as are these tributary streams, they seem to make no impression on the Amazon; they are lost like brooks in the ocean. Our ideas of the magnitude of the great river are wonderfully increased when we see the Madeira coming down two thousand miles, yet its enormous contribution imperceptible half way across the giant river, or the dark waters of the Negro creeping along the shore and becoming undistinguishable five miles from its mouth. Though the Amazon carries a larger amount of sediment than any other river, it has no true delta, the archipelago of islands in its mouth not being an alluvial formation, but having a rocky base. The deltoid outlet is confined to the tributaries, nearly all of them, like "the disengaging Nile," emptying themselves by innumerable embouchures. To several tributaries the Amazon gives water before it receives their tribute. Thus by ascending the Negro sixty miles we have the singular spectacle of water pouring in from the Amazon through the Guariba channel.

The waters of this great river system are of divers tints. The Amazon, up to the mouth of the Ucayali, is of a pale yellowish olive; the Madeira, Purus, Juruá, Jutahé, Javaré, Ucayali, Napo, Issá and Japurá, are of similar color. The Amazon above the Ucayali is blue, passing into a clear olive green, likewise the Pastassa, Huallaga, Tapaios, Xingu and Tocantins. The Negro, Quary and Teffé are black. Humboldt observes that "a cooler atmosphere, fewer mosquitoes, greater salubrity and absence of crocodiles, as also of fish, mark the region of these black rivers." This is not altogether true. The Amazon throughout is healthy, being swept by the trade winds. The branches, which are not so constantly refreshed by the ocean breezes, are occasionally malarious; the "white-water" tributaries, except when they have a slack current in the dry season, have the

best reputation, while intermittent fevers are nearly confined to the dark colored streams. Much of the sickness on these tropical waters, however, is due to exposure and want of proper food, rather than to the climate. The river system of South America will favorably compare, in point of salubrity, with the river system of its continental neighbor.

As we might expect, the volume of the Amazon is beyond all parallel. Half a million cubic feet of water pour through the narrows of Obidos every second, and fresh water may be taken up from the Atlantic far out of sight of land. The fall of the main easterly trunk of the Amazon is about six and a half inches per mile, equivalent to a slope of twenty-one seconds—the same as that of the Nile, and one-third that of the Mississippi. Below Jaen there are thirty cataracts and rapids; at the Pongo de Manseriche, at the altitude of one thousand one hundred and sixty feet, it bids adieu to mountain scenery. Between Tabatinga and the ocean the average current is three miles an hour. It diminishes towards Para, and is everywhere at a minimum in the dry season; but it always has the "swing" of a mighty river. Though not so rapid as the Mississippi, the Amazon is deeper. There are seven fathoms of water at Nanta (two thousand four hundred miles from the Atlantic), eleven at Tabatinga and twenty seven on the average below Manáos.

The Amazon and its branches are subject to an annual rise of great regularity. It does not take place simultaneously over the whole river, but there is a succession of freshets. At the foot of the Andes the rise commences in January; at Ega it begins about the end of February. Coinciding with this contribution from the west, the October rains on the highlands of Bolivia and Brazil swell the southern tributaries, whose accumulated floods reach the main stream in February; and the latter, unable to discharge the avalanche of waters, inundates a vast area, and even crowds up the northern tribu-

taries. As the Madeira, Tapajos and Purus subside, the Negro, fed by the March rains in Guiana and Venezuela presses downward till the central stream rolls back the now sluggish affluents from the south. There is, therefore, a rythmical correspondence in the rise and fall of the arms of the Amazon, so that this great fresh-water sea sways alternately north and south; while the onward swell in the grand trunk is a progressive undulation eastward. As the Cambridge professor well says: "In this oceanic river the tidal action has an annual instead of a daily ebb and flow; it obeys a larger orb, and is ruled by the sun and not the moon." The rise is gradual, one foot per day. One lowland after another sinks beneath the flood; the forest stands up to its middle in the water; and shady dells are transformed into navigable creeks. Swarms of turtles leave the river for the inland lakes; flocks of wading birds migrate to the banks of the Negro and Orinoco to enjoy the cloudless sky of the dry season; alligators swim where a short time before the jaguar lay in wait for the tapir; and the natives, unable to fish, huddle in their villages to spend the "winter of their discontent." The lower Amazon is at its minium in September or October. The rise above this lowest level is between seven and eight fathoms. If we consider the average width of the Amazon two miles, we shall have a surface of at least 5,000 square miles raised fifty feet by the inundation. An extraordinary freshet is expected every sixth year.

The Atlantic tide is perceptible at Obidos, four hundred and fifty miles above Para, and it has been observed up the Tapajos, five hundred and thirty miles distant. The tide, however, does not flow up; there is only a rising and falling of the waters—the momentary check of the great river in its conflict with the ocean. The "bore" or *piroróeo* is a colossal wave at spring tide, rising suddenly along the whole width of the Amazon to a height of twelve or fifteen feet, and then collapsing with a frightful roar.

The Amazon presents an unparalleled extent of water communication. So many and far-reaching are its tributaries, it touches every country on the continent except Chili and Patagonia. South America is well nigh quartered by its river system; the Amazon starts within sixty miles of the Pacific; the Tapajos and Madeira reach down to the La Plata, while the Negro mingles its waters with those of the Orinoco. The tributaries also communicate with each other by intersecting canals, so numerous that central Amazonia is truly a cluster of islands. No other river runs in so deep a channel to so great a distance. Not a fall interrupts navigation on the main stream for 2,500 miles; and it so happens that while the current is ever east, there is a constant trade-wind westward, so that navigation up or down has always something in its favor. There are at least six thousand miles of navigation for large vessels. Steamers already ascend regularly to the port of Moyabamba, which is less than twenty days' travel from the Pacific coast. The Amazon was opened to the world September 7, 1867; and the time cannot be far distant when the exhaustless wealth of the great valley—its timber, fruit, medicinal plants, gums, and drestuffs—will be emptied by this great highway into the commercial lap of the Atlantic; when crowded steamers will plough all these waters—yellow, black and blue—and the sloths and alligators, monkeys and jaguars, toucans and turtles, will have to move away.

The early expeditions into the valley of the Amazon, in search of the "Gilded King," are the most romantic episodes in the history of Spanish discovery. Pinzon discovered the mouth of the river in 1500; but Orellana, who came down the Napo in 1541, was the first to navigate its waters. Twenty years later Aguirre

descended from Cuzco; in 1637, Texera ascended to Quito by the Napo: Cabrera descended from Peru in 1639; Juan de Palacios by the Napo, in 1725; La Condamine, from Jaen, in 1741; and Madame Godin by the Pastassa in 1769. The principal travelers of this century were Mawe (1823), Poeppig (1831), Smyth (1834), Von Tschudi (1845), Castelnau (1846), and Herndon and Gibbon (1851), who came down through Peru, and a Spanish commission (Almagro, Spada, Martinez and Isern), who made the Napo transit in 1865. To Spix and Martius (1820), Bates and Wallace (1848-1857), and Agassiz (1865), the world is indebted for the most scientific surveys of the river in Brazil.

Such is the Amazon—the mightiest river in the world, rising amid the loftiest mountains in the New World, and flowing through a forest unparalleled in extent. "It only wants (wrote Father Acuña), in order to surpass the Ganges, Euphrates and the Nile in felicity, that its source should be in Paradise." As if one name were not sufficient for its grandeur, it has three appellations—Marañon, Solimoens and Amazon; the first applied to the part in Peru, the second to the portion between Tabatinga and Manáos, and the third to all below the Rio Negro. We have no proper conception of the vast dimensions of the thousand armed Amazon till we sail for weeks over its broad bosom, beholding it sweeping disdainfully by the great Madeira as if its contribution was of no account, discharging into the sea one hundred thousand cubic feet of water per second more than our Mississippi, rolling its turbid waves thousands of miles exactly as it pleases—ploughing a new channel every year, with tributaries twenty miles wide, and an island in its mouth twice the size of Massachusetts.

#### THE DEAD SEA OF THE WEST.

The shores of Lake Mono have a whitish color, arising from the prevalence of calcareous deposits. It well

deserves the name suggested by an early visitor—the "Dead Sea of the West." Not even that wondrous sea,

whose bitter waters wash the ruined sites of Sodom and Gomorrah, presents a scene of greater desolation. Fourteen years had passed—how short a time it seemed—since my trusty guide, Yusef Badra, pointed out to me from the St. Saba road the shores of the Dead Sea. I could almost imagine myself there again. Yet for grandeur of scenery, and for interesting geological phenomena, this Lake of the Western Sierras is far superior to the Oriental Sea. Here the traveler, whether artist, geologist, botanist, or poet, might spend many months, and find ample occupation for every hour of his time.

The lake is eighteen miles in length by about ten or twelve in width. On the western side are distinct water-marks, showing that in former years it attained an elevation of eight hundred to one thousand feet above its present level.

This would indicate a superficial area of such vast magnitude that it must have resembled a great inland sea. On the eastern side is a gap or depression in the hills, through which it must have flowed, covering an immense area of the great Walker River basin. It is not improbable that it was once a continuous sea to Walker's Lake. But I will not hazard any conjectures on this point; for when one goes beyond the bare facts, as he sees them, in such a country as this, the imagination is bewildered. A vague idea possesses the mind that all the great interior basins, including that of Salt Lake, might have formed a grand intermediate ocean, stretching from the far north to the Gulf of California, between the great parallel ranges of the Cascades and Sierra Nevadas to the west, and the Rocky Mountains to the east.

On the Sierra side of the lake there are points of woodland which extend some distance into the water. Back from the shore deep canons, rocky and precipitous, with ridges of pine on each side, cut their way into the heart of the mountains; and huge boulders, hurled down from the dizzy heights, stand like castles on the beach. From innumerable ra-

vines fresh water springs, and streams pour their tribute into the lake. There is no visible outlet; yet the bitterness of the water is retained and there is seldom a perceptible rise. Even in the great flood of '62, when every ravine poured down a roaring torrent, the rise did not exceed a few inches; and during the continuance of the flood, after the reception of the first volume of water, the level of the lake remained unchanged. It would seem that there must be a subterranean outlet; yet there is no evidence that the surplus water again reaches the surface. The probability is, it becomes absorbed in the dry sands of the desert.

On the eastern shore low plains or alluvial bottoms, incrusted with alkali, show in distinct curvilinear rims, composed of calcareous deposits, the gradual retrocession of the lake to its present level. The beach is strewn with beautiful specimens of boracic or alcaline incrustations. Weeds, twigs, stones, and even dead birds and animals are covered by this peculiar coating, and present the appearance of coral formations. Some specimens that I picked up are photographic in the minuteness and delicacy of their details. When broken open the fibres of leaves, the feathers of birds, the grain of wood are found impressed in the calcareous moulding with exquisite perfection. Almost every conceivable variety of form may be found among these incrustations. White columns and elaborate facades, like those of the ruined temples of Greece, stand on the desert shore to the north. Archways and domes and embattlements are represented with astonishing fidelity. It is commonly supposed that these are formations of white coral; but there can be no doubt that they are produced by the chemical action of the water, which at frequent intervals is forced up through the fissures of the earth by subterranean heat. These springs are numerous, and probably form around them a base of calcareous matter, which by constant accretions rises above the surrounding level.

A curious and rather disgusting deposit of worms, about two feet high by three or four in thickness, extends like a vast rim around the shores of the lake. I saw no end to it during a walk of several miles along the beach. These worms are the larvæ of flies, originally deposited in a floating tissue on the surface of the water. So far as I could discover, most of them were dead. They lay in a solid oily mass, exhaling a peculiar though not unpleasant odor in the sun. Swarms of small black flies covered them to the depth of several inches. Such was the multitude of these flies that my progress was frequently arrested by them as they flew up. Whether they were engaged in an attempt to identify their own progeny, or, cannibal-like, were devouring the children of their enemies, it was impossible to determine. The former seemed to be rather a hopeless undertaking amid such a mixed crowd. The air for a circle of several yards was blakened with these flies, and their buzz sounded like the brewing of a distant storm. My eyes, nose, mouth and ears were filled. I could not beat them off. Wherever they lit there they remained, sluggish and slimy, I fain had to rush out of reach and seek a breathing place some distance from the festive scene.

It would appear that the worms, as soon as they attain the power of locomotion, creep up from the water, or are deposited on the beach by the waves during some of those violent gales which prevail in this region. The Mono Indians derive from them a fruitful source of subsistence. By drying them in the sun and mixing them with acorns, berries, grass-seeds and other articles of food gathered up in the mountains, they make a conglomerate called cuchaba, which they use as a kind of bread. I am told it is very nutritious and not at all unpalatable. The worms are also eaten in their natural condition. It is considered a delicacy to fry them in their own grease. When properly prepared by a skillful cook they resemble pork 'cracklings.' I was not hungry enough to require

one of these dishes during my sojourn. There must be hundreds, perhaps thousands of tons of these oleaginous insects cast up on the beach each year. There is no danger of starvation on the shores of Mono. The inhabitants may be snowed in, flooded out, or cut off by aboriginal hordes, but they can always rely upon the beach for fat meat.

No other insect or animal that I could hear of exists in the waters of the lake. The concurrent testimony of the settlers is, that nothing containing the vital principle is indigenous to the water. It is possible, however, that scientific research may develop various forms of animaleculæ. Fish are not found in any of the streams that fall into it, even high up in the Sierra Nevadas. Yet in adjacent streams that form the sources of supply to Owen's and Walker Rivers there is a great abundance of fish.

No analysis, I believe, has yet been made of the water of this lake. It is strong and bitter to the taste, and probably contains borax and soda. To the touch it feels soft and soapy; and indeed has much the effect of liquid shaving soap. Upon being rubbed on the skin or any foreign substance, it makes an excellent lather. For washing purposes it is admirable. I washed my head in it and was astonished at the result. To quote the language of a patent advertisement—it removes the dandruff from the hair, purifies the skin, causes a healthy glow, takes the grease out of cloth, and is especially successful as a general expurgator. The only difficulty I found about it is that it shrinks up the flesh when steeped in it for any great length of time, like a strong decoction of lye, and is hard to get rid of without a subsequent application of fresh water. I think it would extract all the flesh, blood and muscular tissue out of the human body and form the usual calcareous deposit over the bones in a very short time. Its buoyant properties are even more remarkable than those of the Dead Sea. To sink in it requires the strongest efforts of a strong swimmer. But one might almost as well sink as float in

a case of wreck; for in either event his chance of life would be slender.

There are two islands situated a few miles from the northern shore one of which is about two miles in length by one and a half in width; the other is smaller. Detached rocks extend around these for some distance into the water.

The larger island has a singular volcano in the interior, from which issues hot water and steam. Within a few yards of the boiling spring, the water of which is bitter, a spring of pure fresh water gushes out of the rocks. This is justly regarded as the greatest natural wonder of the lake.

### TERRIBLE HURRICANE AT SEA.

#### THE STEAMSHIP "ARAGO" IN A HURRICANE ON THE 13TH AND 14TH OF DECEMBER, 1868.

The following graphic account of a terrible storm at sea has been furnished us by one who witnessed it:

FALMOUTH, England, Dec. 19, 1868. }  
Purser's Office S. S. *Arago*. }

The North American Steamship Company's steamship *Arago*, under command of Captain George W. Browne, left New York on the 2d of December, with fifty passengers, a crew of ninety-two men and 2,700 bales of cotton on board, destined for Bremen.

Nothing worthy of note occurred on the first part of her passage, except her having to contend with strong easterly winds and heavy head seas.

The morning of the 13th of December was ushered in with a heavy gale from S. W. to W. N. W. and terrific squalls, causing a fearful agitation of the sea. The steamship was then under close reefed foretopsail and reefed foresail, scudding before the gale.

By noon of that day the gale had increased to a hurricane, the sea running literally mountains high, dashing the spray over her, so that she was nearly enveloped by it. At each plunge she made into the roaring mass, she would seem to have reached an abyss, but majestically she would rise, her whole frame trembling, but still obedient to her helm, and fairly flying before the violence of the storm.

The grandeur of the spectacle, as witnessed by those on her decks, was indeed impressive, but awful to be-

hold; even those well accustomed to such scenes by long service on Neptune's domain, could be but apprehensive of danger should there be no decrease in the violence of the hurricane; but, from minute to minute and hour to hour, the tempest grew more and more furious. At 3:15 p. m., the long anticipated but dreaded moment arrived, when another terrific squall struck the noble ship and caused her to "broach to," notwithstanding her helm having been put "hard up" and a large forestaysail and reefed foresail being set to guard against this event. As she now laid in the trough of the sea, lurching and laboring tremendously, she shipped several very heavy seas, which tore two of the life-boats from their davits, staving another and carrying away a number of the stanchions and a greater portion of the starboard mainsail, leaving the after smoke-stack guys flying about in the air.

The second officer was struck by one of these seas, knocking him senseless to the deck, whence he was carried to his room, having sustained severe bruises about the head and limbs.

At 7:30 p. m. the sea was making a clean breach over the vessel, starting everything moveable on the decks from its lashings, and a sea breaking the skylights of the main saloon—wherein a large number of passengers had been placed for greater safety—and volumes of water forcing their way into the cabins, a cry of consternation and horror could not be sup-

pressed by those below; dining tables were torn from their fastenings, mirrors, crockery and glassware smashed to atoms; and, as sea upon sea poured over the decks and into the saloons, engine and fire rooms, the complete destruction of the noble steamship and all on board, was a foregone conclusion.

Total darkness had now set in, and with it increased the peril of the situation. The lee wheelhouse was almost constantly buried under water, the ship lying nearly on her beam ends, and the engines, which had so faithfully performed their labor throughout, were strained and their capacities tested to a degree which could but fill the minds of all with the greatest anxiety, for with the ship now lying head to the wind (N. W.), everything depended upon these engines remaining uninjured.

During the night no abatement of the tempest came, and many a silent but fervent prayer was rendered up to Heaven to avert the impending calamity.

There was no rest for the faithful and over-worked crew, nor for the exhausted officers, who continued at their posts, nor for the watchful commander, who fully appreciated his vast responsibility.

The morning of the 14th came, and still was the tornado raging with unabated fury; the barometer continued as low as 28deg. 40min., and the foam

of the sea rendered the position of those on the decks uncomfortable in the extreme. Later in the morning, the appearance of the sun, as it broke forth in all its splendor, was hailed with joy, and with it a moderation of the storm became perceptible, and by 1 P. M. it had sufficiently lulled to induce the commander to make an attempt to bring the vessel before the wind again, which feat was happily accomplished without shipping any more seas.

As she was now again heading on her E. course, scudding once more before the still strong gale, the knowledge that the danger was now over brightened up the countenances, and mutual congratulations took place, while groups of men might be seen in all parts of the ship, warmly discussing the late events.

Throughout the terrible ordeal all manifested unbounded confidence in the great strength and superior qualities of the *Arago*, and the opinion was prevalent that the number of steamships was small indeed that would not have had to succumb to the force of the elements, had they been in a like position.

On the 19th of December the *Arago* entered the port of Falmouth to replenish the nearly exhausted stock of coal, which article had to be used unsparingly during her boisterous passage.

HERMAN H. FROST, Purser.

#### THE NEWSPAPER AS HISTORY.

We have been much interested of late in looking through a volume of the Worcester *Spy*, published in 1788-9, kindly loaned us by Mr. Salem Chamberlain, the popular mail agent on the Nashua & Worcester Road. The notion is prevalent that the newspaper is an ephemeral production. While it is conceded to be a fair history of a day, there are few who look upon it as embodying material for the history of an age or a nation. Even the newspaper of eighty years ago, with its diminutive pages and its poverty of news, has great historical value and interest.

Let us open the volume before us at random. The dingy page is about a third the size of the *Telegraph*, and is largely devoted to a reprint of a British "History of the late War in America." The date is Thursday, April 30, 1789. A column is devoted to European news. The "latest" from Loudon is three months old, and the only intelligence from the continent bears date two months earlier than that. The second page is devoted to the "Proceedings of the Columbian Federal Congress," then in session in New York, and a glance at the record shows Madison

to have been one of the most frequent as he was one of the ablest debaters in those days. On the third page is a summary of news from Fredericksburg, Richmond, Philadelphia, Elizabethtown and New York. Even the intelligence from New York is two weeks old. Although now eighty years old it has several points of novel interest. A paragraph announces that on one day of the week previous "a bevy of ladies appeared in the gallery of the Hon. House of Representatives—a most laudable curiosity is a sufficient reason for the novelty of the circumstance." Another paragraph announces the arrival in the city of his Excellency John Adams, Vice President of the United States, "amidst the acclamations of all ranks of citizens." A committee of both Houses of Congress, specially appointed for that purpose, "attended to congratulate his Excellency on his arrival." Another committee waited on Mr. Adams and conducted him to the Senate Chamber. On taking the chair he addressed the Senate in a manly and eloquent speech, which is given in full in the *Spy*. The fourth page is mainly given up to advertisements.

Turning to the next number of the volume, we find it largely devoted to the proceedings of Congress, and a detailed account of the "ceremony of the introduction of his Excellency GEORGE WASHINGTON to the presidency of the United States." "The scene," says the account, "was extremely solemn and impressive." At 9 o'clock, A. M., the clergy of different denominations assembled their congregations in their respective places of worsh'p, and offered up a prayer for the safety of the President. At 12 o'clock a military and civic procession moved from the President's house to Federal Hall. The record reads:

"When they came within a short distance of the hall, the troops formed a line on both sides of the way, and his Excellency passing through the ranks was conducted into the building, and in the Senate Chamber introduced to both Houses

of Congress. Immediately afterwards, accompanied by the two houses, he went into the gallery fronting Broad street, where, in the presence of an immense concourse of citizens, he took the oath prescribed by the Constitution, which was administered to him by the Hon. R. R. Livingston, Esq., Chancellor of the State of New York. Immediately after he had taken the oath, the Chancellor proclaimed him President of the United States, and was answered by the discharge of thirteen guns, and loud repeated shouts; on this the President bowed to the people, and the air again rang with their acclamations. His Excellency, with the two Houses, then retired to the Senate Chamber, where he delivered his inaugural speech."

This the *Spy* contains entire. It was commendably short. After completing his address, "his Excellency, accompanied by the Vice President, the Speaker of the House of Representatives, and both Houses of Congress, then went to Paul's chapel, where divine service was performed by the Right Rev. Dr. Provost, Bishop of the Episcopal church, and Chaplain to Congress. The religious ceremony being ended, the President was escorted to his house, and the citizens retired to their homes."

Such is the simple record of the ceremonies attending the inauguration of the first President of these United States, on the 30th day of April, 1789. Yet how graphic is the account!

Gen. Washington's journey from Mount Vernon to New York was a continuous ovation. At Philadelphia and Trenton, and on his arrival in New York, he met with more than a royal reception. Men, women and children, all united in doing homage to the "Father of the People." The following unique card, with which we close our article, was issued by Gen. Washington to the ladies of Trenton:

*To the Ladies of Trenton, who were assembled on the 21st day of April, 1789, at the Triumphal Arch, erected by them on the bridge which extends across the Assanpinck Creek.*

## C A R D .

General Washington cannot leave this place without expressing his acknowledgments to the Matrons and young Ladies who received him in so novel and grateful a manner, at the triumphal arch in Trenton, for the exquisite sensations he experienced in that affecting moment.—The astonishing contrast between his former and actual situation at

the same spot—the elegant taste with which it was adorned for the present occasion—and the innocent appearance of the *white-robed choir*, who met him with the gratulatory song, have made such an impression on his remembrance, as, he assures them, will never be effaced.

Trenton, April 21, 1789.

—*N. H. Telegraph.*

## THE PROPOSED NATIONAL SHIPPING ACT.

( PREPARED FOR THE NEW YORK TIMES.)

An effort is to be made during the present session of Congress to secure a shipping act for the United States marine service similar in its provisions to that of Great Britain. That law regulates the shipping of British seamen by Government agents, provides houses at which they may board when on shore, gives certificates to seamen which are indorsements of them in any port in the world, and which entitles them to Consular aid and admission to hospitals in any port in which they may be in want through shipwreck or illness. The operation of this law has been twofold—it has greatly improved the British merchant marine service by excluding all unworthy seamen, and it has greatly damaged the United States merchant service by driving the offscourings of the British service into our marine—the only service which a sailor can enter without a certificate of character and qualification. The immediate passage of a similar law by this country, and a subsequent arrangement with England by which the two Powers can conduct their homes and shipping offices in the mutual interest of the sailors of each nation, appear to be the only remedy for the great evil now existing. Memorials from various associations in all parts of the country have been, and are to be presented to Congress. Mr. E. W. Chester, President of the Board for Licensing Sailors' Boarding-houses, has framed a law which is to be submitted to Congress; and an effort is

being made to get owners to take action in influencing its passage.

One of these petitions and memorials emanates from the Ladies' Seamen's Friend Society of San Francisco. It sets forth among other things the evils which require remedying, as follows:

1. That while the Captain of the vessel is the only person recognized by law as the party qualified to make an engagement with seamen for his intended voyage, the business of selecting and engaging the men that comprise the crew is performed by persons termed "shipping masters," who are hired by the Captain, on the part of the ship, for that purpose.

2. That these men are entirely irresponsible, and often of the lowest moral *status*, practically unacquainted with sea service, and ignorant of the maritime laws governing the relations of seamen.

3. That, in the absence of all judicial authority in the election of shipping masters, or providing for the faithful discharge of their functions, there has been engendered throughout the maritime ports of the United States a system of fraud, imposition, and tyrannical disposition of the persons and property of seamen, the details of which, if collated, would excite the astonishment and move the indignation of the nation.

4. That the strength of this system lies in the power possessed by seamen's boarding-house keepers and landlords to compel the shipping masters to be accessories or partners

in their fraudulent practices, the shipping masters being simply persons casually hired by Captains to procure crews, and are dependent upon the landlords to supply them with men upon whatever terms they may dictate.

5. That this influence, which we designate landlordism, is, in its power, extent, and persistent defiance of justice and humanity, a monstrous anomaly in the social life of a nation having free institutions and Christian principle. Landlordism seeks and maintains its position as a third party, interfering between the employer and the employe—i. e., the ship and the sailor. It had its origin in the peculiar position of seamen, and derives its strength from the moral degradation it fosters among them. The seaman arriving in port is seized, held and disposed of by organized landlordism. Thousands of seamen are monthly arriving in the ports of the United States, who never reach their homes because of landlordism.

Nine-tenths of the seamen engaged upon foreign voyages have never anything but a pittance of wages to take at the end of their voyage, because landlordism has secured an advance upon their labor before it suffered them to go to sea.

Landlordism places in the forecastle the cripple, the diseased, the sluggard and mutinous scoundrel.

The petitioners represent that "this gigantic evil can only be overcome by the General Governmen establishing official shipping masters and shipping officers throughout the States."

As of interest in this connection, some extracts are given from a letter of William P. Powell, Esq., Superintendent of the Sailors' Home No. 2 Dover street, New-York, in reply to a letter of the San Francisco Society, asking his aid in the effort to secure legislative action. Mr. Powell is a lawyer in regular practice here, and was, for many years, the agent of the British Consulate in taking care of shipwrecked sailors of that service. He has had long experience in the business, is well known for his efforts to ameliorate the con-

dition of seamen, and his opinion on the subject is of importance. He writes to the San Francisco Society:

"I have for a long time come to the conclusion that Congress should, and in fact it is the imperative duty of the National Legislature to regulate not only the commerce of the nation, but also to protect our seamen, who navigate our ships to all parts of the known world.

I am quite satisfied that all State laws regulating the condition and securing to seamen their rights as such, cannot reach the evil to which they are unfortunately subjected.

In your printed circular you rightly fall back on the provision of the "British Mercantile Shipping act," as a remedy. I am familiar with the workings of that rigorous law, and its salutary effect in protecting the sailor from frauds of the Captain owners, shipping offices and land-sharks. It confines the shipping of crews to the office of the sailors home. In Liverpool, as large a port as New-York, there is but one sailors home, with a bank, shipping office &c., &c., in the same building. The law does not compel the sailor to board at the home; he can live with his family, parents and friends, as the case may be. Neither is his right to ship in any vessel regulated by the unmerciful law of landlordism; but the sailor is free to go wherever he wills, without the fear of the terrible scorpion lash of combined rascality. He can, when paid off, before leaving the office of the home, deposit his wages in the bank. The only fee the sailor is charged first and last is one shilling sterling when paid off, for which he receives a printed descriptive certified registered discharge for services rendered and which also is *prima facie* evidence that the holder is a seaman and is entitled to the protection of law as a British subject in a foreign port.

In fact, in all the maritime ports of the three Kingdoms, where I have traveled extensively, sailors' homes are established by Parliamentary law, to protect the sailor and all who sail under the British flag.

We want just such a law enacted by the National Government at Washington, and therefore demand for the American sailor a law protecting him in all his rights—a law that will throw the protecting ægis of the United States Government around him; and, in the language of the immortal sage and statesman intombed in the sacred soil of Ashland—HENRY CLAY—"that the colors that float from the maintruck of our ships shall be the credentials of our seamen."

What the result of the movement in Congress may be it is impossible to see, but it is already evident that a strong opposition will be made to defeat the passage of the law by the landlords; that no aid can be expected from the shipping owners, and that the representatives in Congress from the coast districts of the country will develop a powerful opposition to it. It is incredible that such an interest as that of the "land sharks" can control a large vote in the National Legislature, but such is the fact; and, if the law is finally adopted, it will be mainly by the votes of Representatives from the interior of the country, influenced by no interest, but aroused, by the expositions which are being made and prepared, showing the inhuman treatment of our sailors, to sympathize with the movement for their relief.

W. F. G. S.

#### Styptic Paper.

Perchloride of Iron, or Monsell's salts, has for some years been well known as an effective agent in causing the stoppage of the flow of blood from wounds. It is very inconvenient to carry a bottle of this substance on the person, however. A method has recently been discovered of preparing paper with perchloride of iron, which is said to retain the styptic qualities of the salt. The paper is first dipped in a solution made of one pound of gum benzoin, one pound of rock alum, and four and one-third gallons of water. This mixture is placed in a vessel, carefully tinned inside and heated up to the boiling point; the solution is to be kept boil-

ing for four hours, and skimmed from time to time. The water evaporated is to be replaced by the same quantity of fresh water, and as soon as the solution is cooled it is to be filtered off. The paper, or tissue, is then dipped into it, and kept there until sufficiently saturated, and is then carefully dried. When dry, a solution of the perchloride, in a concentrated state, is applied by a brush or roller. The paper, or tissue, thus prepared, is folded up and preserved from the action of the air by wrapping it in a piece of oiled silk, prepared with the addition of resinous substances, and in this maner it can be preserved any length of time, always ready for use. Its application to small wounds will stop the bleeding almost instantly.

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#### Revival of Art and Industry at Venice.

Mr. Layard tells, in a recent letter, a story of the revival of art and industry at Venice, which is really wonderful, if true. He shows that the imports in 1867 amounted to \$26,000,000, as compared to \$23,000,-000 in 1863; the exports in 1867 to \$20,000,000, as compared to \$16,-000,000 in 1863. The tonnage of vessels leaving Venice increased by one-third in the same period. Venetian steamers begin to run once more, as the galleys did of old, to all the great ports of Europe; and—though last, not least—there are now 224 district schools where in 1866 there were only 8; and manufactories of silk, cloth, cotton, paper and fire-arms are springing up in all the cities of the mainland. The nobility, after eighty years of eclipse and two hundred years of sloth and degradation, are throwing themselves once more into politics, art, industry, and commerce, with much of the old energy which built the city and made it famous.

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#### The Baltic.

The Baltic in the neighborhood of Cronstadt, according to the journals of that port, recently presented the singular phenomenon of an extraordinary subsiding of the water. The surface commenced to fall about even-

ing, the wind being fresh and blowing from the southwest; the sinking, notwithstanding a change of the wind to northeast, continued until two o'clock of the next afternoon, when the depression reached three feet two inches. The water then began to rise rapidly, and during the night exceeded the ordinary level by a foot. Nearly all the steamers plying between Cronstadt and St. Petersburg were aground. The cause of this phenomenon cannot be accounted for, the usual explanation of the force of the wind being inadmissible.

#### Sun in Place of Coal.

Captain Ericsson, the distinguished engineer and inventor, has announced to the University of Lund in Sweden a discovery, by which he proposes to supply the radiating heat of the sun in the place of coal, and a new motor in the place of steam. He has ascertained that the concentration of solar heat on ten feet square on the sun's surface will develop a force capable of lifting 35,000 pounds one foot high in a minute, exceeding one horse-power. This, he says, will enable him to drive a steam engine of 45,984 horse-power, which would demand a consumption of more than 100,000 pounds of coal per hour; and if a Swedish square mile were covered with solar engines, 64,800 engines, each of 100 horse-power, could be kept in motion by the radiant heat of the sun thus collected. These wonderful results, if secured, promise a revolution in mechanism, and consequently in the progress of civilization.

#### A New Ship Canal.

A company has been formed in New Orleans called the Mississippi and Mexican Gulf Canal Company, which has for its object the opening of a ship canal from the Mississippi river at English Turn to the waters of Lake Borgne. The canal is to be 12 feet deep, and, when finished, from 125 to 150 feet wide. The Company purpose to have it ready for navigation by January 1, 1870. If the project should be successful, it will, it is asserted, shorten the distance by water to the Gulf ports east of the Mississippi about fifteen miles, and in many other ways materially benefit the commerce of New Orleans and Western States.

#### Items from the Honolulu Friend.

The Hawaiian Legislature has offered a subsidy of \$10,000 a year for weekly steam service between Honolulu and Hilo, and \$5,000 for weekly steam service around the island of Kaui. The distance from Honolulu to Hilo is 200 miles, but the route would embrace 500 or 600 miles. A contract could be secured for ten or twenty years. San Francisco capitalists are on the alert.

During the last fiscal year 924 American seamen, who had been left destitute in foreign ports, were returned to the United States at public cost by our Consuls, the expense amounting to \$12,138. From Honolulu 136 were sent back, at a cost of \$1,676. The American Consuls, in addition, disbursed during the year \$19,227 for the relief of destitute discharged seamen in foreign ports and \$1,501 for criminal seamen.

#### The Loss of the Whaleship Corinthian.

The loss of the ship *Corinthian*, New Bedford, in the Arctic Ocean, is a serious one. She was an old, but a favorite and hitherto a very fortunate ship, and one of a class not easily replaced. With the oil and bone on board, she must have been worth at least \$75,000, upon which there was no insurance.

#### Review and Exhortation.

At the dedication of the new school-house at Mohegan, Ct., on Tuesday, 24th November, 1868, the following address, at the close, was made by one who had devoted seventeen consecutive years to the promotion of education and religion among the Indians of that community.

"About forty years ago, say in 1828 and 1829, a christian lady of Norwich came among you and surveyed the field, saw you, proposed a Sabbath-school, and then a day-school; these were the humble beginnings of the reformation that has blessed two generations.

In those days there were in our County many "waste places" as they were called. This was, at Mohegan, truly a wilderness, there was neither week or Sunday-school, nor house of worship. How do we behold it now? a church, well furnished, in good condition, where stately the Gospel is preached, evening meetings held during the week, so there is now added this new modern school-house, with all its fixtures for the better accommodation of the rising generation. This advance upon former years places you in possession of all the privileges of a Civilized Christian Society.

It remains for you to co-operate and come up to the help of the minister, and of the teachers in the Sabbath-school, and of the week school. Let these be fixed in your minds as commanding your attention, and worthy of your best efforts in sustaining them. Let the Sabbath see you in the house where God is worshipped, thereto attend to the truths of his word, there to promote the Sabbath-school, there to improve the day for your highest good."

### My New Collar.

It was a lovely Sabbath morning in early Spring. The streets of New York were filled with smiling, well-dressed church goers, and joining the throng, I soon found myself in my accustomed place of worship. Glancing at the pulpit, I saw a stranger there, instead of our own minister, and as usual was annoyed at this. "It is an agent, I'll warrant," thought I. "They are always around. Now for a begging sermon, and they can see down into peoples' pockets when they are looking the other way. I presume he knows this minute all about the three dollars in my porte monnaie, which I am saving up for

that pretty collar at Arnold's. Well, he won't get it, whoever he is, and whatever his cause may be; that's all there is about it."

Meantime the clergyman rose, read the Psalm containing the passage about those who "go down to the sea in ships, that do business in great waters." He then gave out his hymns, and I saw at once that he was about to represent the Seamen's Friend Society. Now this was a cause in which I had often expressed an interest, but with that three dollars in my pocket, already appropriated, I began to think the sailor was rather a humbug, unsteady as his gait; you thought you had reformed him, and away he went to sea with his good resolutions, and lost them overboard. It really was not of much use to do any thing for him, let this agent say what he would; and down went my hand into my pocket, and clasped my precious porte monnaie. But now came the sermon, and I began to look at the stained glass windows, and at the new Spring bonnets.

Suddenly my attention was arrested by the solemn tones of the preacher's voice, and now by the affecting story he was telling, "I won't cry, whatever he says, when I am not going to give anything," thought I, winking my eyes hard to keep from it. But now came another story, and another more affecting still, and all those about me were in tears. My heart was not quite turned to stone by my three dollars, and so, struggle as I would, the stained glass windows, and the new Spring bonnets grew very dim to my vision. In fact, my handkerchief was absolutely necessary, and that was in my pocket with my porte monnaie. I pulled them both out together, just as the contribution box came around, and in went my three dollars! My heart was as light as a feather at once, and the character of the sailor immediately improved in my estimation astonishingly.

It is singular what different views we take of subjects under different circumstances. But my story is not done, for it is a true tale I tell. The very next morning, it was announced

to me that there was a man at the door with collars, cuffs, embroidered handkerchiefs, and every thing in this line, for which he would take cast-off clothing. "Send him away," I said, "I never deal with pedlars." "I knew you never did," was the reply, "but he opened his articles before I fairly knew he was here, and I was attracted by the fact that he has some collars exactly like those we saw at Arnold's the other day, at the very same price." "Indeed," I replied, thinking better of pedlars at once, though under other circumstances, I should have said he had probably stolen them. But now down I went to the door, and sure enough, there were the identical collars, which had very nearly closed my heart to an appeal in behalf of the poor sailor. Up in a closet, had long hung a dress, too short and too narrow for the fashion. I brought it down, and soon concluded a bargain with the man. Perhaps he cheated me, but not so much as he would have done, had I not taken the precaution to slip my hand into the pocket of the dress before passing it into his possession. There, to my utter amazement, I drew out, with various other things, a genuine three dollar bank note. It must have hung in that pocket many months, and never been missed. I quietly deposited it in my porte monnaie, put the collar on my neck, and indulged in some reflections: namely, how the vision will get askew upon a subject, when one is determined not to give to it; however a not very cheerful giver is sometimes rewarded and put to the blush, and how dangerous it is to one's pocket, to hear Rev. Dr. Loomis of the Seamen's Friend Society.

J. L. P.

*Congregationalist.*

### Among the Sailors.

Rev. L. H. Pease, Seamen's Chaplain at Mobile, has sent to the American Bible Society, the following interesting report of his distribution of a grant of Bibles and Testaments made to the American Seamen's Friend

Society, among the Seamen at Mobile and in other southern ports:

The books were sent December, 1867. All but six of the Bibles and about ten Testaments have been distributed. I have an account of the specific disposal of each of the Bibles and of some of the Testaments; but it would make quite too long a letter to undertake to tell where each Bible has gone; and none but the All-seeing eye can follow those Bibles and Testaments over oceans and continents, and through time and eternity, to gather up the results. But by faith in the promise, "My word shall not return unto me void," we rest assured that that bread cast upon the waters will return with large increase. Indeed, large increase has already been witnessed. I had hoped that I should be able to send you some money in compensation; but such is the extreme poverty as well as destitution through all those southern ports, that I have been obliged to send them forth commonly "without money and without price." Several dollars have been promised me; if they ever come in I will forward them.

Twenty-five Testaments and two or three Bibles were made use of in establishing a mission Sabbath-school down near the mouth of the bay, and near where Admiral Farragut fought, in a little village composed of pilots' families, who seem to have been overlooked, not having had a religious meeting of any kind held there for about four years, and only occasionally previously. Six Bibles were given to a needy mission Sabbath-school in the suburbs of the city. About a dozen Bibles and Testaments were given out in my own Bethel Mission Sabbath-school. At the Marine hospital a number of Testaments were given to the patients.

I spent a few weeks in New Orleans, and gave a number of Bibles and Testaments to seamen there: and I was much gratified to find, that in the Marine hospital at New Orleans, which is entirely under the control of the priests and sisters of charity, in things of religion, where last year I had by permission placed a Bible, received from your Society,

in each of the seamen's wards, with directions that they should be kept where they could be used, I found, after the lapse of a year, a good proportion of them in the same wards, accessible to the men, and giving evidence of having been read. And I received additional applications from some of the patients for more than I could supply.

The remainder of the Bibles and Testaments were distributed among the vessels in the lower bay at Mobile, and those along the docks, and among the oyster boats, fishing smacks, and wood boats, resorting thither, and among the stevedores and draymen, and the sailors at the boarding-houses. Repeatedly, on the return of a vessel on which a Bible had previously been placed, I have received very gratifying accounts of the good use made of the precious volume, and of good results from the reading of it. And the Bible slipped into his chest by a mother, on the eve of his departure, with her prayers, or put into his hand by a friend with a few kind words, is the Book of books in the estimation of the sailor, however wild and wayward may be his life. The Bibles were mostly given to crews, the Testaments to individuals; though frequently, on the small craft, a Testament to a crew was made to answer.

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### The All-Comprehending One.

"Christ is all."—*Col. iii. 11.*

As all light is in the sun, and as the source of all our springs is the ocean, so all blessings are in Christ, and flow freely from Him. He is, He has, all the sinner does need or can need; and the blessings the sinner wants can be obtained nowhere else but in Jesus. Does he need pardon? "The Son of man hath power to forgive sins." He is exalted to give the remission of sins. He pardons all sin. He pardons every one who applies with confession, faith, and prayer. He pardons freely. He pardons wholly. He pardons without upbraiding. Does he need justification? It is only by the obedience of Jesus that any can be made

righteous. He brought in everlasting righteousness. "He is the end of the law, *for righteousness*, to every one that believeth." His perfect work is the "robe of righteousness;" "the righteousness of God;" the righteousness which is obtained, and enjoyed "by faith;" "the gift of righteousness." And by Him every one that believeth is justified at once and for ever, from all things. Does he need access to God? It is only through Jesus, who is the one Mediator; He introduces sinners to God; by Him they have access, and they are accepted in Him, who is the BELOVED. Does he need wisdom?, or holiness, or redemption? Of God, Christ is made to every sinner who believes, wisdom, righteousness, sanctification, and redemption; and by interest in Him, and union to Him, every believer is complete. "Ye are complete in Him." A sinner can think of nothing that he really needs, but it is, to be found in Christ; and all that is to be found in Christ, is to be obtained from Christ by faith and prayer.

Christ is all in reference to a saint. Without Christ we are wretched and miserable and poor and blind and naked; but with Christ we are honorable and happy and rich and clothed and enjoy clear sight. All the saint can want in all circumstances, Christ is; and our daily experience very much consists in learning our need of Christ, and learning to make use of Christ. Is the Christian in darkness? Christ is "the Sun of righteousness," "the light of the world," the luminary to lighten the Gentiles, and the glory of His people Israel." Is he in danger? Christ is his shield, and says: "I am thy shield;" "above all taking the shield of faith;" the shield of reason is argument, effort, or courage; but the shield of faith is the Lord Jesus; faith makes use of Christ to conquer every foe, quench every fiery dart, and overcome every difficulty. Is he diseased? Christ is the great, the skillful, and infallible Physician. He heals every believer. Heals as often as they are sick. Heals without fee or reward. Is he in want? Christ is the bread of life;

in Him are the wells of salvation ; He has durable riches and righteousness ; and the life which we live in the flesh, is by the faith of the Son of God, who had loved us, and given Himself for us. Is he dull and lifeless ? Christ is the resurrection and the life ; His words are spirit, and they are life ; He quickeneth whom He will. It is but for Him to speak, and our languishing graces revive, our spirits receive new strength, and we feel full of vigor and animation. Is he imperfect ? In Christ is completeness. He can present us before the presence of His glory faultless ; a glorious church, without spot, or wrinkle, or any such thing.

Reader, this subject is a *touchstone*. Try yourself by it. Is Christ your all ? Do you look to Him for all your need ? Do you flee to Him from all you fear ? Do you ask of Him all you desire ? Do you daily pray to be found in Him ? Is He the highest object of your love ? Is He your trust ? Do you determine with Paul to glory in Him alone ? The subject is a *handpost*, it directs us all to Christ, and directs us to Christ for all we need. It says : "None but Jesus, none but Jesus can do helpless sinners good." It says : "Jesus only, Jesus alone is all you want ; look to Him, to Him alone, to Him for all you want, always and everywhere. Look to Jesus, and be happy and wealthy in Him."

*Rev. James Smith.*

### The Moment of Peril.

More than a quarter of a century ago, two vessels, in a gale off the southern coast and wrapped in the darkness of the night, were sailing towards each other. The commanders knew it not until, suddenly, from the deck of one of the ships, rang out the trumpet-shout, "*Hard-a-starboard !*" The officer had caught sight of the approaching craft through the gloom when near the prow of his own. Instantly was heard in response the thrilling words, "*Hard-a-larboard !*" Every heart on those ships was still, as the white-robed arms of the leviathans of the seawave seemed to

interlock in a terrific struggle, their part for ever. Each swept onward towards its destined port, bearing the pale spectators of the scene.

Those ships had doubtless often been in danger, but never before nor afterwards was such threatened destruction warded off by a breath through the speaking-trumpet, and escaped by so small a margin of deliverance.

We believe that in heaven every ransomed soul will see in the life-voyage, among many dangers encountered, some single peril of decisive interest. It may have been the avoiding of a meeting with a dangerous companion, or stopping at the entrance of a theatre, where the forces of evil were in wait for him, turning as it were a hairbreadth aside, because upon the inward ear fell just in time the warning tones of the silver trumpet borne by them of whom it is written "And he shall give his angels charge concerning thee, to keep thee in althy ways, lest at any time thou dash thy foot against a stone."

*That escape* will have a solitary importance in all the earthly past, and will send up to the throne a strain of highest thanksgiving. Such was its relation to life, to have failed of deliverance then was certain ruin for ever.

Some christians can now look back upon this moment of dark and awful peril. Multitudes are daily passing safely, or making shipwreck, at such critical moments in probation.

*American Messenger.*

### "My Yoke is Easy."

Said a recent convert, when called to bear testimony for Christ, "My feet have been but a short time treading in the narrow way ; but even now I am enabled to set my seal to the truth of that precious declaration of my Master, 'My yoke is easy, and my burden is light.' Thus far, I have found that duties which seemed in anticipation like heavy crosses, when I have at length taken them up, trusting in divine strength, have proved my richest blessing."

The duty of family prayer was one of these apparent crosses. For several days after I found Jesus, I declined to take it up, till the wretchedness consequent upon this neglect could be endured no longer. I gathered my family around me, and in a few words commended them to the protection of Him who never slumbers nor sleeps; and now I find it a sweet relief that I can every day ask his care over those dear to me, his omniscient eye to watch over them in dangers unseen and unknown to me, his bountiful goodness to supply needs which are beyond my limited means.

"With my large family wholly dependent upon my daily labor for support, it was some time before I could bring myself to believe that God required that I should do anything for the poor around me. One day, a woman came to me to say that she had no wood, and but little provision, to meet the cold of the coming winter. I told her that my own affairs imperatively claimed my attention, and I could do nothing for her; but, before she had gone many paces from the house, I called her back, convinced that her appeal was a call from my Master to crucify selfishness, and attend to the wants of one of the least of his brethren.—With the assistance of my neighbors, I worked hard all of one day, and drew her winter's supply of wood to the poor widow, besides giving her the assurance that she should be remembered when our crops were gathered in. Her tears of gratitude, and the joy of her family, were reward enough for our day's work; but to me they were as nothing compared to my Father's smile of approbation. It was one of the happiest days of my life. The heavy cross which I had taken up in the morning had disappeared, and in its room appeared my Saviour's shining face; and I heard his precious words of encouragement, 'Do good and lend, hoping for nothing again; and your reward shall be great, and ye shall be the children of the Highest.'"

"The consecrated cross I'll bear  
Till death shall set me free;  
And then go home my crown to wear,  
For there's a crown for me."

### "I Take Thee, Precious Jesus."

I take thee, precious Jesus,  
My portion hence to be—  
All earthly things forsaking,  
To fully follow thee;  
Will plunge into the fountain  
Now open wide for me—  
That fountain of all most precious,  
The blood of Christ so free.

Yes, take thee, precious Jesus,  
And who can tell the worth  
Of such a boundless portion  
As Christ possessed on earth?  
'Tis food, and drink, and clothing,  
And all things else combined,  
But, most of all, is satisfied  
The longing of the mind.

I take thee, precious Jesus,  
And all that's thine with thee,  
To share in the inheritance  
Which thou hast bought for me.  
Since I have all forsaken—  
The field, the husks, the swine—  
I feed on heavenly dainties,  
And sip the richest wine.

'Tis true, the way is thorny,  
And strown with many a cross;  
But these I gladly welcome,  
And reckon nothing loss;  
Since in this very pathway,  
Thy footprints, Lord, I see;  
And O! 'tis such a blessing,  
Thy follower to be!

The glorious crown above me,  
Thy prize reached out I view,  
And if I revere and love thee,  
Will wear it as my due:  
Will sing of conflicts ended,  
And shout o'er victories gained,  
Through ages never ending,  
Will swell the joyful strain.

(For the Sailors' Magazine.)

### Faithfulness Rewarded.

Three years ago, a young sailor was met in Greenwich Street, under the influence of strong drink, he was accompanied to an adjacent Mission where he was induced to sign the pledge of total abstinence, and where we knelt with him in prayer invoking strength from on high to enable him to keep the pledge thus taken.

Three years passed away and we did not see him until yesterday,

when he made himself known by recounting the above facts, and stated that, after he left the mission he went straight to Brooklyn, sought and found employment on board a bark bound to Rio de Janeiro. During the voyage his mind was deeply exercised on account of his sins, and although he was constantly trying to pray, he found no peace until he arrived at his destination. He at once sought and found several pious men on board other ships, and told them his hopes and fears, they started a prayer-meeting, and in that meeting he gave himself to Jesus "as his most reasonable service." After his return to Philadelphia he united with a Presbyterian Church, and made himself useful in proclaiming the gospel, both by precept and example to his associates, and had the satisfaction of seeing two of his friends brought to submit to the requirements of the gospel. This young man is now chief mate of a large bark ; when we first met him he was a sailor before the mast. How true it is, that adherence to Christ and His gospel, gives the promise of "the life that now is, as well as of that which is to come." This young man has found this promise fully verified in his experience.

H. F. S.

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(For the Sailor's Magazine.)

#### The Seamen's Cause in Providence, R. I.

In the autumn of 1867, the Providence Seamen's Friend Society gave the writer a cordial invitation to become Chaplain of their Society, and Pastor of the Bethel Church. There was a very low tide in the affairs at the Bethel, various causes as well as undue prejudice, had tended to destroy true love for the noble work,

and very few seamen ever entered the place erected especially for them; the congregation would not average more than fifty persons, and the work was really languishing, but there was a little leaven yet left, a few earnest men and women were living, and praying, and God heard and has sweetly answercd their prayers. I was then laboring with a beloved Methodist Church, and to leave them, to go among strangers, yes, to leave them without a shepherd, this was really a subject that needed earnest consideration, but God called, and the warm-hearted seamen must not be left to perish, so I took the wheel of the old Bethel ship with firm faith in him "who plants his footsteps in the sea, and rides upon the storm." And now, after a little more than a year spent in this glorious work, I can but look back and exclaim, "it is the Lord;" to Him, with His blessed Son, and the Holy Spirit, be honor, glory, dominion and power, world without end.

As soon as we began to pray, and believe, the good Lord heard. The people came to hear the word, the vessels were visited, and the sailors came in, and so we drew nearer to the cross, and for eight weeks, save three Saturdays, we had a light in the window every night, and many, both seamen and landsmen, husbands and their wives and children sought rest in Jesus, and all along since we have had very gracious seasons ; many found the Saviour, and became monuments of God's mercy. The whole of 1868 was marked with us in many respects. Our congregations largely increased, the noble seamen came in crowds, and were deeply interested in the services, and frequently rose to say, by so doing, pray for us. Some are far away on

the mighty deep, of whom it may be truly said, in regard to the Bethel, they were born there. The last moments of the old year we spent on our knees in the vestry, praying with sinners who had bowed at the mercy seat to ask help to live a new life. The new year has opened with a very cheering prospect, and we confidently believe we shall yet bring the ship's company to the desired haven in peace. Our vestry has become too small for us, it being packed to overflowing nearly every Sunday night by seamen and their friends, and we propose to enlarge it at an early day, adding sitting room for

about one hundred, it will then seat nearly four hundred persons and will be none too large for those who desire to attend. We hold evening services four times a week, the year through, and find them all well attended. The tracts and papers distributed by us have been gladly received, and like good seed in good ground, must bear fruit. And now, if the picture of the work in Providence seems painted in glowing colors, to the heavenly Artist all glory must be due, on land and sea,

CHARLES M. WINCHESTER,  
*Chaplain Providence S. F. Society.*  
January 13th, 1869.

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CORRESPONDENCE, REPORTS; &c.

**Belgium.**

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ANTWERP.

Rev. J. H. Pettingell, under date Jan. 14 1869, says :

"At our Bethel we have uniformly held two Sunday services throughout the year, but as we are denied the use of fire or lights there, we have hitherto been able to hold evening meetings only during the summer season (excepting occasionally on ship board) for the want of a lighted room. But we succeeded last autumn in finding a convenient and suitable hall close by the Bethel, which we have fitted up as a Reading room, and here, for the last three months, we have held three evening meetings every week, namely on Sunday, Tuesday and Thursday evenings: and during every afternoon and evening of the week the room has been open, warmed and lighted for the convenience of sailors, and we are happy to see a good number daily and nightly availing themselves of the privileges it affords them.

An evening attendance at the Bethel, fluctuating with the number of vessels in port, is about 50, twice a day or 100 for the whole day, which gives an aggregate for the fifty-two Sabbaths of the year of 5,200 souls.

For the last six months, we have been holding three evening meetings a week, and the attendance, especially since we opened our new reading room, has been large,—on Sunday evenings reaching sometimes to nearly 100,—on the other evenings, less, of course, but averaging together 30,—that is 90 a week, which for twenty-six weeks gives an aggregate of 2,700 souls, and so for the whole year we have a total of (5,200 + 2,700) 7,900 souls to whom we have preached the gospel.—Not all of them, of course, but a large proportion of them were hearers from one occasion to another. How much good has been done we can not undertake to estimate. A discourse has been preached or a passage of Scripture expounded and enforced uniformly at each of these five weekly meetings, and often,

after our regular evening service, the meeting has been continued for exhortation and prayer. We have endeavored to magnify Christ and his gospel and to preach in a plain and simple way. Continual tokens of the divine presence have been afforded us. Our meetings have uniformly been still and solemn. Many of God's children have been refreshed and encouraged, backsliders have been reclaimed, inquirers have from time to time made themselves known to us, and we think we can confidently speak of a few cases of conversion; but as our hearers remain so short a time with us, and as we have no organized church, we can not gather in these fruits as we might under other circumstances.

We endeavor to visit every English and American ship that comes into the port as well as the sailors boarding houses, inviting the men to worship and to the reading room, and supplying them with books and tracts. In this way many, many thousand pages have been scattered, and it is to be hoped that this seed of truth has not been scattered altogether in vain.

The hospital also has been regularly visited and protestant sailors, (we are not allowed to minister to others) have been instructed, exhorted, comforted and prayed with, and otherwise aided as their circumstances required."

### Norway.

#### CHRISTIANSAND

Rev. J. H Hansen reports that "on invitation, I visited the western portion along the Bay of Christiana and preached about the Lamb of God. In many places a great desire

for the word was manifested, and the Lord owned the weak efforts of his poor witness and blessed me in my own soul, with a sense of his grace and love. During the latter part of the month I labored in my native place and neighborhood, and our meetings were well attended. In the month of August I visited the borders of Sweden, and tarried fourteen days at Frederickshald. This city is renowned in history, as having sustained several severe sieges, when the Swedes and Norwegians, faced each other as enemies; but the strong mountain-fastnesses were never taken.

King Charles XII, the Knight without fear and without reproach, here bowed his head in the dust, and since then the greatest and noblest men of Sweden, have bowed their heads and knees in the place where the blood of one of their greatest kings, was poured out, and the place itself is dear to their memory. Here I bowed my knee and gave honor to the name of my king. No golden crown adorns his head, but a crown of thorns once pierced his holy brow.

Remembering that I, one of the most unworthy subjects in his great kingdom, has been called to fight in his armour, to wield his sword and to follow the standard of the Cross, my inmost soul went forth in prayer. I did not ask for temporal things, but that the power of Christ's resurrection, would work in me mightily, so as to enable me to follow him "without the camp, bearing his reproach."

I preached sometimes in private dwellings, but chiefly in the Methodist Church to large congregations; often to as many as 700 persons, and sighs and tears, bore witness that the Lord was in his word. I met an old sailor, I had not seen for many years.

He was then one of the most wicked in my native place, given to drunkenness and every other vice. One evening after service an old couple came to me, with tearful eyes, and the man asked if I knew him. He said: "I have been and am a miserable sinner; do you believe Jesus will save me? I have been worse than others." I told them both of the love of Jesus, who came to save the lost, when the woman said: "We will seek Jesus." Since then they have attended all my meetings.—One evening he said: "I get tired from my days work, but coming here revives me."

Later in the month I labored a few days in Frederickshald, one of our garrisoned cities, and in my home. During the month of September, I staid eight days in Christiana, and preached there in a large hall, conversed with seamen, and made many religious visits. Every other Sunday I go to Horten (our naval station) and preach there. Three believing brethren have hired and filled up two large halls, in which to hold service. Rev. M. Hansen from Frederickshald and Rev. Mr. Stensen from Sarpsborg preach there the first Sunday of each month. Probably there is nowhere in Norway such a Pentecostal outpouring of the spirit as there, and numbers are awakened and find peace in believing on the atoning blood of Jesus. Brother Schultz labors faithfully and not without success."

#### KRAGERO.

Mr. Steinsen describes his work as somewhat peculiar in the fact that in the winter he finds sailors are there with their families where they remain until spring. This gives him an excellent opportunity for missionary labor which he is diligently

prosecuting. His field extends along the coast from Kragero to Avendal.

#### PORSGRUND.

Mr. Schultz reports for the five months ending with December last, that he had preached in that time thirty-two sermons, held several prayer meetings, and made eighteen visits to the sick.

His preaching services have been well attended and several precious souls have realized a hope in Jesus!

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#### Denmark and Sweden.

Interesting letters have recently been received from Messrs. Ryding and Rymker, in Denmark, and also from Mr. Nilsson and his co-laborers in Sweden. These brethren are zealously engaged in preaching the word, and report several cases of hopeful conversions. Extracts from their letters will be given hereafter.

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#### Buenos Ayres.

##### EXTRACT FROM THE REPORT OF M. MATTHIESON, MISSIONARY.

"Beginning with the 4th of May, up to this date, (October 8th,) not an evening has passed without a religious meeting. \* \* \* \* \*

Our mission-room is in the rear of the Methodist Episcopal Church, and holds, with comfort, fifty persons.—By opening an adjoining room we can accommodate thirty more. The attendance has been very good, more than a thousand persons having worshipped with us. Fourteen seamen have been hopefully converted, and about fifty have gone to sea and up the river anxious about their souls."

Besides visiting seamen on ship-board, and at their boarding-houses, distributing Bibles and tracts in various languages, and holding religi-

ious conversation, Mr. M. has attended at the hospitals, where he has found many English, German, Danish, Swedish, and Dutch protestant sailors, with all of whom he could converse. His visits were most welcome to these, and were continued as he had opportunity, in spite of the opposition and insults of the Catholic priesthood and others.

Mr. M. makes a strong appeal for a Sailor's Home, closing thus, "I know some of our poor seamen who after having been to meeting, walk the streets till it is time to close their lodging-houses, rather than hear the swearing, and encounter the drinking and gambling in these places. They ask why do you not have a Sailor's Home." Mr. M. is doing a blessed work, and should be remembered in the prayers of christians.

#### St. John, N. B.

"In pursuing my duties during the past year, I have had larger and more attentive congregations than any previous year since I have been engaged in the mission.

Four have given satisfactory evidence of a gracious change, and several others have manifested deep interest in reference to their spiritual condition and I hope e'er now they may have obtained an assurance of their acceptance with God.

The number of United States seamen who have arrived at this port during the past year from various places in the Union has been much in advance of the number during any previous year since the war.

Six hundred and seventy-five vessels entered this harbor, the crews of which numbered five thousand one hundred and ninety-three, and also

quite a large number of sailors have come here in ships having British registers.

I have distributed 25,000 pages of tracts, preached ninety-nine sermons, visited five hundred and fifty-nine ships, and made visits to three hundred and ninety-six sick seamen."

Yours,

JAMES SPENCER.

#### Portland, Me.

Rev. F. Southworth, Chaplain, says, "our work is still progressing. Many sailors have lately given their hearts to Christ. One British sailor and three Swedes are at present with us, who have just come to the Sa-viour."

#### Boston, Mass.

The Tenth Anniversary of Capt. Bartlett's labors at the Marine Hospital in Chelsea was observed on the evening of Jan. 6th. Of the 6847 patients that have been in the Hospital, 415 have been converted.—Capt. B. has attended 302 funerals there; and during the past year has visited the institution 142 times, usually attending two prayer-meetings each week, Besides tracts, he has distributed 35 Bibles, 305 Testaments and Psalms, 3500 religious papers, 300 magazines, and pamphlets. The whole number of patients for the year has been 723; deaths 22; conversions 43; number who have signed the temperance pledge. 63. Rev. J. M. H. Dow, and Rev. R. H. Allen of Chelsea made addresses which were listened to with close, and in some instances, tearful attention, by the large number of sailors present.

**Norfolk, Va.**

Chaplain Crane's last letter gratefully acknowledges the receipt of Bibles and tracts for distribution among seamen at his station, and also a grant of books for his Sabbath school library. He is much encouraged by the aid of Mr. A. J. Stevens, (recently of Dr. Paxton's church in this city,) who has taken charge of the Bethel Sabbath school, &c., conducting it with success.

**Richmond, Va.**

Rev. F. J. Boggs, Chaplain, in a recent letter, says, that of late he is greatly encouraged in his work. He finds ready access to the sailors, and is cheered with the hope of doing something to the glory of God, and the good of immortal souls. The public services in the Bethel have been well attended, when the weather allowed. His labors upon vessels in port, have been followed with gratifying success. In the Marine Hospital, where he is the only missionary, several give evidence of conversion.

**Charleston, S. C.**

Rev. W. B. Yates, Chaplain, under date January 11th, says, "the attendance at the Bethel has very much increased this winter, and our weekly prayer-meetings begin to remind me of other days. I have lately had several cases of deep interest in the Bethel. Many young persons began to feel a deep concern in religion. My visits at the Marine Hospital have also been blessed, and several conversions have taken place among its inmates."

**Savannah, Ga.**

Rev. Richard Webb, Chaplain, in his last report, when speaking of the

interest he is taking in his work, accounts for it partly, in the fact that he "has been a couple of voyages to sea himself, and has crossed the ocean between the two continents seven times, and has otherwise been much associated with seamen." He is greatly encouraged.

**Rev. J. A. Swaney.**

This esteemed brother, who was formerly in the service of the Society at Callao, and the Chincha Islands, and since, Corresponding Secretary of the Western Seamen's Friend Society, has resumed his missionary labors in our connection. At a late meeting of the Board, an appropriation was made in aid of his support, while laboring at the various ports on the coast of Chili, north and south of Valparaiso. In a recent letter he says, "I have never in my life been as truly doing seamen's work as now." In one of his missionary tours along the coast, he found a man who for seven years had not only been holding family prayer with his wife and children twice a day, but regular religious services every Sabbath at 11 o'clock A. M. It quite affected Mr. S. who happened to go into his house on a sabbath morning, just as he had begun worship, to hear this man pray that God would bless the ministry and the churches with his holy presence.

**The Sailors Aroused.**

The public should understand that the present movement among the sailors, is not, in any proper sense of the term, "a strike." It is rather an effort at self-deliverance from "landlordism." It only proposes to secure, by concert of action among themselves, certain rights which every fair minded man will admit.

Wages, is a secondary matter. The chief end to be gained for the sailor, is the privilege of makeing his own bargain with the ship-owner or employer, and choosing for himself vessel and voyage. It is to protect himself from the "land sharks" that are ever on his track, and to avoid paying the "blood money" extorted from him under the present abominable system of shipping men through the agency of boarding house-keepers, and those in whose interest they work.

An intelligent, capable sailor, a married man, who has followed the sea for years, and latterly as a mate, was obliged to leave his family, and take board at a sailors' boarding house in a neighboring block, to get his last ship. Shipping offices, as things go now, are dependent upon the landlords for men, and the landlords hold the chances in their own hands and make Jack pay for them whatever they please, or stay ashore and be further victimized.

The whole system should be broken up, and seamen, in following their vocation, allowed to do as other men, in the business they pursue, *act for themselves*. And they should be protected in the exercise of this right, by public sentiment and the strong arm of law.

The present movement is in the right direction, and, if successful, will be for the interest of owners as well as for the advantage of captains and crews. We think it should be encouraged.

#### Colored Sailors' Home, 2 Dover St.

Mr. Powell reports twenty seamen as at his house during the month,—and speaks favorably of their condition and deportment.

#### Sailors' Home, 190 Cherry St.

Mr. Cassidy reports fifty arrivals for the month of January. These have deposited \$1,200, of which \$650 were sent to the relatives, and \$200 placed in the Bank. Thirty-five have left without advance wages.

Two hopeful conversions have recently occurred at the Saturday evening meetings.

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#### Position of the Planets for March.

MERCURY is a morning star, throughout this month, rising about 5 h. a. m., or 30 m. before the Sun at the beginning, and about with that luminary at the end of the month. It is stationary among the stars on the evening of the 3rd, and near the Moon on the 10th.

VENUS is still a morning star, but not favorably situated for observation; rising only a few minutes before the sun throughout the month; setting at 4 h. p.m. It is close to the Moon on the evening of the 5th.

MARS remains visible throughout the night at the beginning of this month, rising about 4 h. p.m. and setting a little before sunrise on the 1st, the interval increasing to 1 h. at the end of the month. It is in the vicinity of the Moon on the 15th, and stationary among the stars on the 27th.

JUPITER sets during this month after sunset,—rising about 7 h. a. m. It is near the Moon in the morning hours of the 15th.

SATURN rises at the beginning of this month about 1 h. past midnight, and at the end 1 h. earlier, setting throughout about 11 h. a.m. It is stationary among the stars on the 26th. During the early morning hours of the 5th it is near the Moon.

B. B.

N. Y. Nautical School, 92 Madison St.

## Total Disasters Reported in January.

The number of vessels belonging to or bound to or from ports in the United States, reported totally lost and missing during the past month is 31, of which 20 were wrecked, 2 burnt, 1 sunk by collision, 3 abandoned, 2 foundered, and 3 are missing. They are classed as follows: 2 steamers, 5 ships, 5 barks, 7 brigs, and 12 schooners, and their total estimated value, exclusive of cargoes, is \$830,000.

Below is the list, giving names, ports, destinations, &c. Those marked *w* were wrecked, *b* burnt, *sc* sunk by collision, *a* abandoned, *f* foundered, and *m* missing:

## STEAMERS.

Gulf City, *w*, from Galveston for New York.  
Antelope, *w*, (Wrecking vessel),

## SHIPS.

Southern Empire, *f*, from New Orleans for Liverpool.

David Cannon, *w*, from Liverpool for New Orleans.

Viceroy, *b*, from Liverpool for San Francisco.

Francisco Alvarez, *w*, from Port Gamble for Valparaiso.

Andrew Jackson, *w*, from Hong Kong for Guam.

## BARKS.

Delaware, *w*, from Sitka for Port Townsend.

Malvern, *b*, from Liverpool for San Francisco.

Boaz, *w*, from Cardiff for Baltimore.

Costarelli, *a*, from Turks Islands for Boston.

Tempest, *m*, from New York for London.

## BRIGS.

A. R. Dunlap, *w*, from Boston for Halifax.

Acme, *a*, from Liverpool for New York.

Columbia, *w*, from San Francisco for Libertad.

T. J. Maguire, *w*, from New York for Cienfuegos.

Hattie S. Emery, *w*, from Portland for Matanzas.

Costa Rica, from Aspinwall for New York.

Aerolite, *w*, from Boston for St. John, N.B.

## SCHOONERS.

E. M. Hamilton, *w*, from Portland for Jacksonville.

Camila, *w*, (At Port au Basque, N. F.)

John R. Watson, *f*, from Hoboken for Providence.

J. B. Lawrence, *w*, from La Have, N. S. for Boston.

Moses Van Name, *w*, from Baltimore for Hoboken.

Forest Belle, *m*, (Fisherman.)

Wm. Severe, *a*, from New York for Richmond.

Adelaide, *w*, from Frontera for Chiltepec.

James S. Lee, *w*, (Near Tabasco).

C. W. Dyer, *sc*, from James River for Boston.

A. Crosby, *w*, from San Francisco for Wm's Landing.

F. Kirkbridge, *m*, from Philadelphia for Richmond.

## Receipts for January, 1869.

## MAINE.

Bangor, Hammond st. Cong. ch, S. S. const. W. G. Duren L. M. \$30 00  
Bucksport, Elm. st. Cong. ch. 29 10  
Woolwich, by Rev. H. O. Thayer. 2 75

## NEW HAMPSHIRE.

Concord, Mrs. T. D. Merrill. 1 00  
Fitzwilliam, Cong. ch, of which \$15 for lib'y. 22 00  
Greenland, Edward Robie. 10 00  
Lebanon. 16 00  
Mount Vernon, Rev. S. H. Keeler. 1 00

Nashua, Franklin Munroe.....	2 00
Westmoreland Depot, Mrs. Chas. F. Brooks.....	1 00

## VERMONT.

Ascutneyville, Rev. A. Arnold.....	4 00
St. Albans, a Friend.....	1 00

## MASSACHUSETTS.

Andover, Ballardvale Soc'y.....	5 00
Auburn, Cong. ch.....	22 43

Belchertown, Rev. W. W. Woodworth.....	1 00
Boston, a Friend for libr'y.....	25 00

Capt. John Chisholm.....	2 00
Boylston, H. A. Stone, const. self L. M. Brighton, Rev. D. T. Packard.....	30 00

Clinton, 1st Cong. ch.....	44 42
Cohasset, 1st ch.....	27 16

East Charlemon. Rev. A Foster.....	1 00
East Randolph, Winthrop ch. of which const. Mrs. Deborah P. M. Kenney L. M.....	36 08

Falmouth, Moses R. Fish.....	1 00
Gloucester, Cong. ch, S. S. libr'y.....	15 00

Lawrence, Lawrence st. ch.....	50 86
Lee, J. L. Kilbon.....	5 00

Littleton Cong. ch.....	10 25
Lowell, a Friend for libr'y.....	15 00

Lynn, Tower Hill Chapel.....	7 15
Marion, Capt. Nathan Briggs.....	1 00

Medway, 1st ch. of which const. Wm. Daniels L. M.....	43 53
Monson, A. W. Porter.....	100 00

Newburyport Bellville ch, of which \$15 for libr'y.....	45 81
Mrs. Augustine Wills.....	5 00

Capt. David Wood.....	5 00
North Amherst, Mrs. John Russell.....	1 00

North Bridgewater, 1st ch. S. S. for libr'y.....	15 00
Townsend, late Mrs. E. Spaulding.....	10 00

Cong. ch.....	5 05
West Boylston, of which A. Bosworth \$10.....	33 10

West Medway.....	22 80
Winchester, Mrs. C. W. Abbott.....	1 00

## RHODE ISLAND.

Central Falls, S. C. Blair.....	2 00
Slater'sville, John B. Drake.....	1 00

Tiverton Four Corners. A. L. Whitman.....	5 00
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## CONNECTICUT.

Bridgeton, 1st Cong. ch, of which Mrs. Ira Sherman for Colored Sailors Home \$10 and const. Rev. Geo. Richards L. M. \$30.....	62 00
Cheshire, Cong. ch.....	36 41

Colchester, Mrs. Parsons.....	5 00
Danbury, 1st Cong. ch, const. George Downs L. M.; S. S. for libraries.....	30 00

East Windsor, Cong. ch, const. L. M. in part.....	20 00
Ellington, Cong. ch, S. S. for libr'y.....	15 00

Fairfield, Miss Ann H. Kellogg for library.....	15 00
Greens Farms, Cong. ch.....	18 88

Greenville, 4th Cong. ch, S. S. for libr'y.....	15 00
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March.] Published by the American Seamen's Friend Society. [1869.

### How a Compass and a Firefly saved a Prisoner.

In Mr. Parton's very interesting account of the Invention of the Compass, in "*Our Young Folks*" for February, is the following curious story told him by a Lake Champlain boatman :

" He said that he had been a prisoner for eleven months in Andersonville during the late war, and when he heard that General Sherman was at Atlanta, about two hundred and forty miles distant, he and his comrade determined to try to escape, and make their way thither. One of them had an old-fashioned watch with a compass in the back of it ; and by this they expected to direct their course, which was nearly northwest. But, as they expected to travel only by night they resolved not to start until they could get a box of matches, so as to be able to strike a light now and then, to look at their compass. They delayed their departure for six weeks, trying to get a box of matches, for the purchase of which they gave one of their negro friends their last five dollar bill. He could not buy a box of matches for five

dollars, nor for any other number of dollars, and so at last they made up their minds to start without them.

" Assisted by their black friend, they got away one afternoon, and lay hidden until late in the evening, when they started at a great pace through the woods, and came about midnight to a road which seemed to go, as nearly as they could guess, exactly northwest, *seemed*, I say ; but it might not, and, if it did not it would lead them to capture and death. The night was not very dark, but the stars were hidden by clouds ; else the friendly North Star would have guided them upon their way. Anxious as they were to get on, they stood for several minutes comparing recollections, and debating the great question upon which their lives depended. But, the more they talked it over, the more uncertain they became ; and now they bitterly regretted their impatience in coming away without matches.

" There were a great number of fireflies flying about. A lucky thought occurred to one of them,—the boatman who told us the story. He caught a firefly, and, taking it between his thumb and finger, held it over his compass. Imagine their

joy to find that the insect gave them plenty of light for their purpose ; and imagine their still greater joy to discover that the road led straight to the Union army. Eight nights of travel brought them safely to it."

Admirable invention ! I often wonder that a thing so valuable can be so small, simple, and cheap. It is nothing but a needle, a pivot, and a card, which you can buy for half a dollar, and carry in your poket, or dangle at the end of a watch-chain. Yet, small and trifling as it is, a ship's company that should find themselves in the middle of the ocean without a compass would consider it a great favor to be allowed to buy one for many thousand dollars.

#### Library Reports.

During the month of January, sixty libraries were sent to sea from the Society's rooms, (No. 80 Wall Street.) Twenty-eight new, and thirty-two refitted. The following reports have been received, viz :

No. 237.—Reshipped for West Indies, on brig *G. F. Penniston*.

No. 273.—Gone to Brazos, on schooner *Carrie*.

No. 296.—Reshipped for Port au Prince, on brig *Helen*.

No. 305.—Been several voyages to West Indies. The captain says, "the books were the means of producing a reformation of all on board." With thanks for the use of the library he enclosed a donation of five dollars. Gone to Jacksonville, on schooner *L. A. Bayles*.

No. 576.—Returned in good order, and reshipped for West Indies, on brig *M. A. Chase*.

No. 801.—Gone to Kingston, Jamaica, on schooner *L. Crockett*.

No. 1,029.—Returned in good order ; gone to sea on schooner *E. M. Trim*.

No. 1,265.—Been several voyages to Europe books have been read with interest ; gone to Porto Rico, on brig *Cosmos*.

No. 1,472.—Books read by several crews ; gone to Lavacca, on schooner *J. R. Floyd*.

No. 1,320.—Returned in good order ; gone to Buenos Ayres, on bark *Lizzie Pratt*.

No. 1,725.—Been out two and a half years, books read by several crews ; gone again to the West Indies, on brig *Myronus*.

No. 1,868.—Been a voyage to the Pacific, the books were read by officers and crew with profit ; gone to Cienfuegos, on bark *Morah*.

No. 1,984.—Reshipped for Smyrna on brig *A. Duncan*.

No. 1,997.—Been a voyage to various ports on the Pacific ; gone to sea again on brig *D. Locke*.

No. 2,113.—Reshipped for Newberne, on schooner *Brandywine*.

No. 2,184.—Reshipped for Buenos Ayres, on brig *Flora*.

No. 2,356.—Returned from a voyage to the East Indies, in good order ; gone to Demerara, on schooner *E. J. Palmer*.

No. 2,381.—Been several voyages to South America ; gone to Aspinwall, on schooner *L. H. Gibson*.

No. 2,472.—Returned in good order from a voyage to the Pacific, books all read by officers and crew ; gone to Spain, on brig *Shastre*.

No. 2,481.—Been a voyage to several ports in Europe ; gone to West Indies, on schooner *Yankee Blade*.

No. 2,094.—Has returned in good condition. Two have signed the Pledge. Has been the means of doing a great deal of good.

No. 2,182.—Returned in good condition, and gone to West Indies, on brig *Osipee*.

No. 2,242.—Returned ; refitted, and sent to sea on brig *Drisco*, for Cuba.

No. 2,456.—Been three voyages ; books read with interest ; gone to the Mediterranean, on brig *Belle*.

No. 2,627.—Returned from Calcutta ; much good done ; refitted, and gone to sea on ship *Syron*, for Sandwich Islands.

No. 2,644.—Returned ; books much read ; gone to Calcutta.

No. 2,646.—Returned ; books all read with interest ; gone to Cuba.

No. 2,712.—Returned much read ; gone on a whaling voyage.

No. 481.—Returned from its third voyage in good condition, gone to sea on the schooner *Four Sisters*.

No. 755. Returned and gone to sea again in good condition. Four knocked off swearing. Has done much good.

No. 1,630.—Returned ; has been very useful ; refitted, and gone to Smyrna, on bark *D. Watson*.

No. 1,827.—Returned, refitted, and re-shipped on brig *Florence*, for Gandalope.

No. 1828.—Been two voyages to Australia ; books read with interest ; gone to Barbrdoes on the *Eveline*.

No. 1,875.—Returned after two voyages to San Francisco ; books were read with profit ; gone to Florida on the *Kenduskey*.

No. 1,986.—Been several voyages to West Indies ; were read alike by officers and crew ; gone to Savannah on the *M. Gage*.

No. 2,327.—Returned in good order from a voyage to Zanzibar, &c. ; books much prized ; gone to Galveston on the *Men wa*.

No. 68.—Returned in good order ; gone to Halifax, on schooner *Six Sisters*.

No. 113.—Been several voyages to the East Indies ; gone to Charleston on brig *R. Dillon*.

No. 529.—Returned after several voyages to West Indies ; now gone to Martinique on the *C. Hillyer*.

No. 609.—Been a number of voyages to various ports ; books read and appreciated by several different crews ; gone to Jamaica, W. I., on *W. L. Springs*.

No. 2,005.—Returned from its fourth voyage ; refitted, and gone to San Francisco.

No. 2,062.—Returned from South America, and gone to Savannah in good condition.

No. 2,090.—Returned from its fourth voyage ; books all read ; gone to New Orleans, on schooner *E. M. Wright*, care of captain's wife.

No. 2,430.—Captain —— reports "the books all read by officers and crew, with the following result, two ceased to use profane language, all seemingly improved, two were awakened, and one hopefully converted. The books which were instrumental in this result were, Nelson on Infidelity, Cummings' Scripture Reading, and Bunyan's Holy war."

No. 2,808.—Returned in good order from a voyage to Africa ; gone to sea again on schooner *W. Slater*.

No. 2,835.—Been a voyage to Mexico ; reshipped for Maracaibo, on brig *Spring Bird*.

No. 1,958.—This library was placed on the schooner *James M. Waterbury*, Captain, George Brooks, April 30th, 1868, and transferred August 1st, to the Liberian brigantine, *Cupid*. It was read with profit by all the crew, three of whom knocked off swearing, and two were hopefully converted. Captain B. having sold the *Cupid* in Liverpool brought the library back with him on his return as a passenger on the *City of London*.

No. 2,638.—Returned, refitted and gone to London. Has been very useful.

No. 2,098.—Returned and refitted, books read by all ; gone to Havana.

No. 1,941.—Returned in good order ; gone to San Francisco, on ship *Archer*.

No. 2,629.—Returned with thanks, reshipped for Melbourne.

No. 758.—Returned. "All hands improved. Profanity which was common, now seldom heard. I know of no other way in which so much good can be done. Enclosed find one dollar." S. S. L.

No. 2,666.—Left in charge of a missionary on the west coast of Africa.

No. 2,093.—Returned. "All the books read ; six signed the Temperance Pledge, and twenty knocked off swearing." Gone to West Indies in good condition.

**How Do You Treat It?**

"The Bible must not be on the floor," said a little boy seven years old, as he carefully took up the sacred volume which some one had laid on the carpet. "How could any one put the Bible there!" he exclaimed with a look of astonishment.

Edward always treated the Bible with reverence; and even when he grew up, and was for a time a worldly man, he could not bear to see it abused or handled with disrespect.

I remember one day, after his return from an absence in far distant lands, as he came into the room where we were sitting, he saw that the window—the spring of which was broken—was supported by a Bible. I was but a little girl then; yet I remember, as if it were yesterday, how expressive his dark eyes were of pain and amazement as he went to the window, and, removing the Bible, said:—"Allow me to put another book in the place of this Bible. I do not like to see it used for any common purpose."

As years passed on, Edward learned to love, as well as reverence the word of God. A small copy of it, given by an older sister, was the companion of his wanderings about the world. Edward died almost a year ago, far from home and friends. It was a sad day when the trunks containing his clothing and books were brought to us. We felt that his Bible would be the most precious thing of all, and at last we found it. There it was; worn indeed, but it had been handled so carefully through the long years that not one leaf was loose, not a stain was on its sacred pages. In these we found his favorite verses marked; and they spoke to us of his love for God and his word, and of his penitent, humble spirit.

I have seen Bibles with their covers scratched by pins and cut by penknives. I have seen Bibles in which people had ciphered or scribbled nonsense, to while away idle moments. I have seen Bibles thrown away into boxes of rubbish, with their leaves all falling out; and I have seen them lying among the crickets on the floor of the Church pews. I have seen them upon the ta-

bles and bureaus, shamefully covered with dust. Is not this treatment of the Bible displeasing to God? Is it not almost profanity? How do you treat your Bible? Is it dusty? Go right away, and wipe off the dust from the holy volume! Beware of defacing in any way the holy word of God; lest the Lord hold you "not guiltless."—*Child at Home.*

**The Bible.**

Study it carefully,  
Think of it prayerfuly,  
Deep in thy heart let its pure precepts dwell;  
Slight not its history,  
Ponder its mystery,  
None can e'er prize it too fondly or well.

Accept the glad tidings,  
The warnings and chidings  
Found in this volume of heavenly lore;  
With faith that's unfailing,  
And love all prevailing,  
Trust in its promise of life evermore.

With fervent devotion,  
And thankful emotion,  
Hear the blest welcome, respond to its call!  
Life's purest oblation,  
The heart's adoration,  
Give to the Saviour, who died for us all.

May this message of love,

From the Triune above,

To all nations and kindred be given,

Till the ransomed shall raise

Joyous anthems of praise—

Hallelujah! on earth and in heaven!

**What I See.**

A boy fills his pipe, and he sees only the tobacco; but I see going into that pipe—brains, books, health, money, prospects. The pipe is filled at last, and a light is struck; and things which are priceless are carelessly puffed away in smoke.

**American Seamen's Friend Society.**

HARMON LOOMIS, D. D., { Cor Sec's.  
S. H. HALL, D. D., {  
Mr. L. P. HUBBARD, Financial Agent.

OFFICES { 80 WALL STREET, NEW YORK.  
AND { S. Home, Phil'a, Rev. D. H. EMERSON.  
ADDRESS { 13 Cornhill, Boston, Rev. S. W. HANKS.

**Terms of the Life Boat.**

THE LIFE-BOAT is published for the purpose of diffusing information and awakening an interest more especially among the young, in the moral and religious improvement of seamen, and also to aid in the collection of funds for the general objects of the Society. Any Sabbath School who will send us \$15 for a Loan Library, shall have fifty copies gratis, monthly, for one year, with postage prepaid.

## LIFE MEMBERS AND DIRECTORS.

A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a Life Director.

## FORM OF A BEQUEST.

I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society.

Three witnesses should state that the testator declared this to be his last will and testament, and that they signed it at his request, and in his presence and the presence of each other.

## SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall-st., New York and 13 Cornhill, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman-street.

## SAVINGS BANK FOR SEAMEN.

All respectable Savings Banks are open to deposits from Seamen, which will be kept safely, and secure regular instalments of interest. Seamen's Savings Banks as such are established in New York, 78 Wall-street, and Boston, Tremont-street, open daily between 10 and 3 o'clock.

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# American Seamen's Friend Society.

Organized, May, 1828.—Incorporated April, 1833.

WM. A. BOOTH, Esq., President.

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